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INFORMATION REPORT
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COUNTRY Korea/China

SUBJECT Trade Between North Korea and Manchuria

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1. During December 1949, North Korea exported to Manchuria for the Northeast People's Government forty tank cars* of petroleum (exact type unspecified) for use in factory machines and lamps. Thirty carloads of heavy oil were also dispatched, in addition to twenty carloads of chemical products and sixty carloads of grain. These commodities were bartered at Antung (124-22, 40-08) for silk and cotton fabrics produced in Manchuria.
2. During the slack farm season from July to December 1949, the North Korean government mobilized farmers to cut railroad ties in the forests of Huichon (126-16, 40-10) County, Chakang Province, and Yongwon (126-32, 39-50) County, North Pyongan Province. An estimated 198,000 oak cross-ties had been cut and shipped by the end of January 1950, and the work was being continued. The shipping destinations were Mukden and Jang Ch'uan (江川) in Manchuria.
3. In mid-February 1950, 10,000 lengths of rail were delivered to the North Korean railway shops between Pyongyang and Kanni (approximately 125-45, 39-10).** The rails were shipped into North Korea from Harbin but had been transshipped there from freight cars arriving from the USSR.

25X1A * Comment. Each car capacity is thirty tons.

25X1A ** [redacted] Comment. Kanni is the third railroad station from Pyongyang on the
Pyongyang-Sinuiju railway line.

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